

March 20, 2012

VIA MESSENGER

Office of the Attorney General
1300 "I" Street
Sacramento, CA 95814

Attention: Ashley Johansson

RECEIVED
MAR 20 2012

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Re: Stop the \$100 Billion Bullet Train to Nowhere Act.

Dear Ms. Johansson,

Pursuant to Elections Code section 9001(a), we request that the Attorney General prepare a title summary of a measure entitled "Stop the \$100 Billion Bullet Train to Nowhere Act." The text of the measure, a check for \$200.00, the address at which we are registered to vote and the certifications required by Elections Code sections 9001(b) and 9608 are enclosed.

Please direct all correspondence and inquiries regarding the measure to:

Carlos Rodriguez
Rodriguez & Company
5701 Lonetree Blvd.
Suite 301
Rocklin, CA 95765

Sincerely,



Doug LaMalfa
Proponent



George Radanovich
Proponent

(3/20/12)

Stop the \$100 Billion High Speed Train Act

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. FINDINGS and DECLARATIONS

The people of the State of California find and declare that:

- A. When voters approved the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century in 2008, they were promised a statewide High-Speed Train project including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego at a cost of approximately \$45 Billion.
- B. According to the California High Speed Rail Authority in 2008, the estimated cost for Phase One of the project linking just San Francisco and Los Angeles was \$34 Billion. This phase eliminated Sacramento, Oakland, the Inland Empire, and San Diego. By early 2012, their estimated cost for this Phase One more than tripled and could reach \$118 Billion.
- C. Despite spending more than \$500 Million, not one mile of track was built between 2008 and early 2012 and plans became dependent on billions of dollars of future federal grants or billions of dollars of debt or private investments that the taxpayers of California will be responsible for repaying.
- D. California cannot afford to pay for a high speed train system that will cost more than \$100 Billion at a time when teachers and police are being laid off, prisoners are being released from prisons, and taxpayers are being asked to dig deeper into their own pockets to pay for basic services.
- E. This measure shall be known as the "Stop the \$100 Billion High Speed Train Act."

SECTION 2. Section 2704.045 is added to the Streets and Highways Code, to read:

2704.045. Notwithstanding Section 2704.04, it is the intent of the People of California that no further bonds shall be issued and sold for purposes of Sections 2704.06 and 2704.095.

SECTION 3. Section 2704.096 is added to the Streets and Highways Code, to read:

2704.096. (a) Notwithstanding any other provision of this chapter, no further bonds shall be issued and sold for purposes of Sections 2704.06 and 2704.095 on and after the effective date of this section.

(b) Notwithstanding any other provision of this chapter, all unspent proceeds received from outstanding bonds issued and sold pursuant to Sections 2704.06 and 2704.095 prior to the effective date of this section shall be redirected from those high-speed rail purposes for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

(c) Notwithstanding any other provision of this chapter or any other provision of law, with respect to construction or operation of the high-speed rail project authorized by this chapter, the state shall not, on and after the effective date of this section, (1) incur any additional debt, (2) accept or use any federal funds, (3) provide or use any state funds, or (4) accept any local funds.

(d) All agreements entered into by or on behalf of the state relating to the high-speed rail project, other than agreements related to the issuance and repayment of previously issued bonds under this chapter, are hereby terminated as of the effective date of this section.

SECTION 4. Severability

The provisions of this measure are severable. If any provisions of this measure or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

SECTION 5. Conflicting Initiatives

In the event that this measure and another measure or measures relating to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century shall appear on the same statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure receives a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be void.